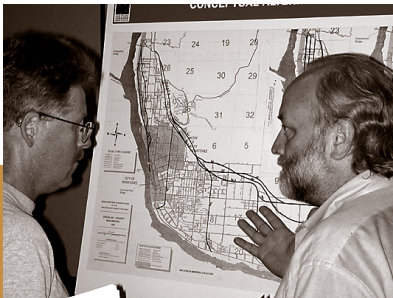


Frequently Asked Questions



Q: What is the purpose of the project?

The purpose of the Eastside Corridor project is to identify a transportation alternative that will enhance safety and increase mobility, including the movement of people, goods, and services on the Sunset Highway Corridor (SR-28) in the East Wenatchee urban area from 9th Street to the Odabashian Bridge. Any proposal must also meet the needs of the community and comply with all Federal and State environmental laws.

Q: What are the roles of the various groups involved in the project?

The groups involved in the project are the project team (consultant and Washington State Department of Transportation), the Interdisciplinary Team (Washington State Department of Transportation, Federal Highway Administration, City of East Wenatchee, and Douglas County), and the Citizen's Advisory Committee (interested stakeholders).

The Project Team includes management and oversight personnel from Washington State Department of Transportation (WSDOT) as well as consultants. The consultants include a lead environmental firm (URS), two engineering consultants (INCA and Forsgren), two traffic consultants (Tmodel and JDL), and a public involvement consultant (PRR).

The role of the Project Team is to develop information and make recommendations to the Interdisciplinary Team (IDT) based on the development of the information. WSDOT's standard process for developing projects includes the development of an IDT. Generally, the region appoints three to five various disciplines to function as an advisory board to the regional administrator. Due to the complexity of the Eastside Corridor project, the region has appointed additional disciplines within WSDOT as well as included members from the City of East Wenatchee, Douglas County, and the Federal Highway Administration.

Q: Why was cost not included in the rating of alternatives during the screening process?

Cost is not considered to be an environmental constraint. However, cost is considered in determining whether a project is viable and feasible. Transportation projects must be programmed, or identified for budgeting purposes and are less likely to be developed if funding is not available. For this reason only those alternatives that are likely to be funded would be carried forward for detailed evaluation in the EIS.

Q: Why were the upper bench alternatives dropped even with public support?

While the upper bench does have public support, these routes do not support the purpose of this project. The traffic projected to use an upper bench route would not significantly reduce the number of vehicles using Sunset Highway within the problem area. This conclusion was based on previous modeling efforts and the origin-destination study performed early this year. As a consequence, during the screening process, the upper bench alternatives did not score well.

In the long range (20 years plus), a desire to connect the greater Wenatchee area to Interstate-90 via a freeway has been identified. During that future effort the need for a by-pass of the Wenatchee/East Wenatchee urban area will be assessed.

Q: The traffic figures show a need for a four lane freeway or a seven lane urban street — how was this determined? Will there be more traffic analysis studies?

The demand or traffic volumes that exist today and that are forecast for the future are what determine the number of lanes that will need to be added to provide the community with a satisfactory level of service. The capacity or number of vehicles that a newly constructed lane can accommodate varies depending on many factors including lane width, shoulder width, intersection spacing, and others.

A major factor in determining capacity is the number of access points along the facility. Access points include intersecting streets, grade-separated interchanges, and driveways to residences and businesses. A four-lane highway would have access only at grade separated interchanges spaced a minimum of one-mile apart. This in-turn means fewer lanes would need to be constructed to move the same amount of traffic. On the other hand, a seven-lane street would have access points similar to what exists on the Sunset Highway today and therefore significantly reduced capacity and more lanes required to move the same amount of traffic.

Additional traffic studies will be completed on each of the alternatives carried forward into the EIS.

Q: Why is the Western Route still being considered given the public opposition?

From an engineering standpoint the Western/River Front Route needs to be evaluated as a potential solution for comparison purposes. It is recognized as being an environmentally sensitive area.

PROJECT SCHEDULE

WINTER 2001

Traffic analysis begins
Conceptual base mapping begins
Introductory Open House held
Newsletter #1 published
Key stakeholders interviewed

SPRING 2001

Stakeholder workshop held
Newsletter #2 published
Scoping Meeting on Alternatives held
Conceptual alternatives developed

SUMMER 2001

Open House held
EIS alternatives selected
Environmental analysis begins
Engineering analysis begins
Newsletter #3 published

FALL 2001

Environmental analysis continues
Engineering analysis continues

WINTER 2002

Preferred Alternative chosen
Newsletter #4 published

SPRING 2002

Draft EIS published

SUMMER 2002

Draft EIS Public Hearing held

FALL 2002

Final EIS published
Record of Decision signed

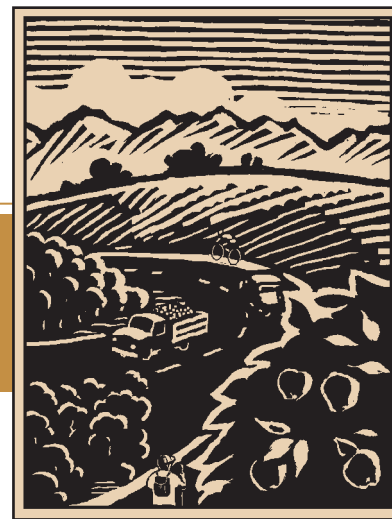


for more info...

visit www.eastsidecorridor.org
or call Terry Mattson
at 509/667-2860
or e-mail to
comments@eastsidecorridor.org
or send him a letter at
Project Engineer Office
2830 Euclid Avenue
Wenatchee, WA 98801



Individuals may request written materials in alternate formats or other reasonable accommodation by contacting Terry Mattson at (509) 667-2860. Persons with hearing impairments may call Washington State Telecommunications Relay Service TT 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to the event sponsor's phone number.



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FOR MORE INFO

www.eastsidecorridor.org

EASTSIDE CORRIDOR

FINDING A SOLUTION

Four Alternatives Selected for Detailed Study in EIS

Four route alternatives for the Eastside Corridor project will be carried forward to the next stage of environmental study and evaluation. These four routes emerged from a thorough screening process that initially considered thirty-four potential alternatives. Each of the four alternatives as well as a no-build option will be studied in detail over the next several

months in preparation of the Environmental Impact Statement (EIS). The areas of study to be addressed in the EIS will include issues such as air quality, haz-

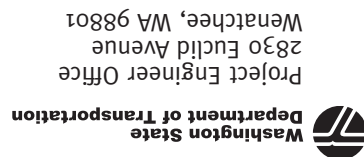
ardous materials, noise and traffic as well as economics, historical and cultural resources, land use and recreation. The EIS will first be issued as a draft in the spring of 2002, when public review and comment of the document will be actively solicited.

Following the Stakeholder Workshop held in May of this year, the project team had thirty-four alternative routes to review and consider for inclusion and evaluation in the EIS. Because of the detailed level of study and analysis that occurs in preparation of an EIS, only a reasonable number of alternatives can be considered. To determine which alternatives would be the most appropriate for detailed study, a screening process was conducted. The process involved rating each of the alternatives with respect to specific criteria identified by participants at the Stakeholder Workshop. The criteria included transportation service improvements, safety, anticipated engineering and regulatory feasibility, as well as minimizing residential and business displacement. Sixteen alternatives were deemed viable after this first round of screening.

The project team next evaluated the sixteen alignments against more detailed criteria, which included impacts to neighborhood connectivity, parks, recreational facilities, cultural resources, farm land and biological resources. The second round of evaluation and screening was an iterative process. After input from the public and the interdisciplinary team, four alternative routes emerged for detailed analysis and study in the environmental impact statement.



Community members engaged in lively discussion with Eastside Corridor project staff at the June Scoping Meeting.



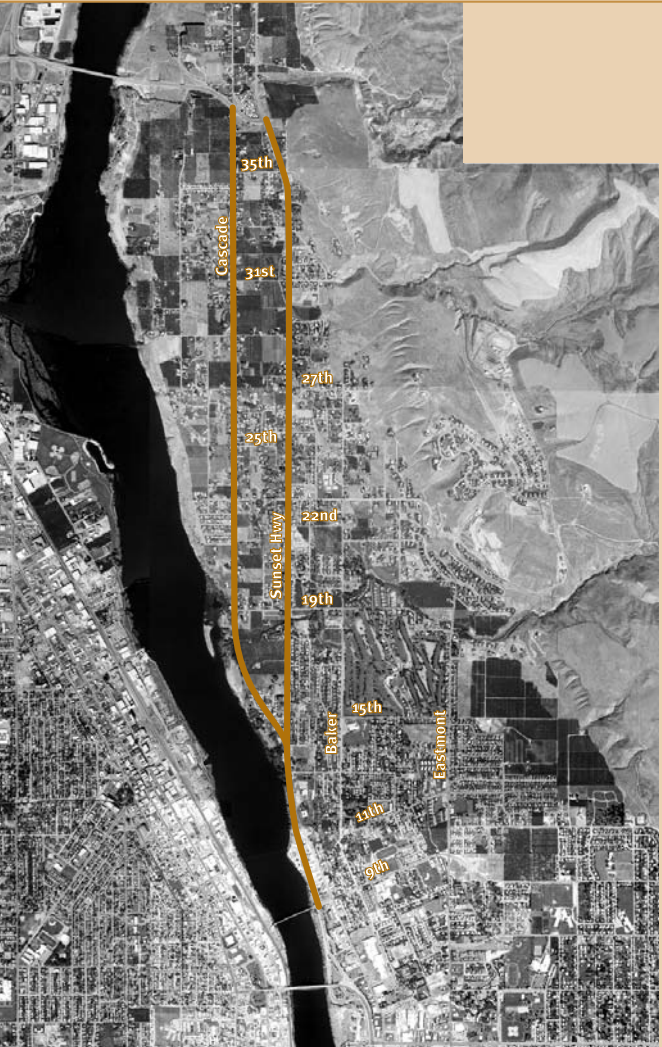
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Four EIS Alternatives

One Way Couplet—
Sunset Highway & Cascade Avenue



ONE WAY COUPLET: SUNSET HIGHWAY & CASCADE AVENUE

This route would consist of a pair of three lane, one way streets; Sunset Highway as the one way northbound route and Cascade as the southbound route. Cascade Avenue would be extended at the south end to connect with the existing Sunset Highway in the area between 13th Street and 15th Street. Sunset Highway would be widened to the east between the connection point with Cascade Avenue and 9th Street. This route would have access at all intersections and access to existing properties along Sunset Highway and Cascade Avenue would remain. This alternative will also be analyzed to ensure connectivity between the one-way streets.

Widen Sunset Highway
& Cascade Avenue



WIDEN SUNSET HIGHWAY & CASCADE AVENUE

Cascade Avenue would be widened to three lanes from 19th Street and a to-be-determined point at the north end. It would also be extended from 19th Street to a connection with Sunset Highway in the area between 13th and 15th streets. Sunset Highway would be widened to five lanes between the SR-2/SR-28/SR-97 intersection and 9th Street. The widening would be designed to minimize impacts to the existing residences and businesses along the highway. The widening of Sunset Highway south of 15th Street would be to the east of the existing roadway which is within 200 feet of the ordinary high water mark of the river. Both Cascade Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

Western Route—
300 feet from Columbia River OHWM



WESTERN ROUTE: 300 FEET FROM COLUMBIA RIVER OHWM

This alignment would be located west of the existing Sunset Highway, remaining beyond 300 feet of the ordinary high water mark (OHWM) of the Columbia River using the existing state highway property (where possible). The southern end would tie into the existing Sunset Highway in the vicinity of 15th Street. Sunset Highway would be widened to five lanes from the vicinity of 15th Street to 9th Street. This widening would occur to the east of the existing highway. This alignment was selected on the basis that complies with the provisions of the Endangered Species Act (ESA) by staying outside of the 300-foot-zone of the Columbia River OHWM. The southern portion of this route would follow the existing highway alignment, which falls within the 200 foot Shoreline Management Act jurisdictional zone.

Widen Sunset Highway
& Extend Eastmont Avenue



WIDEN SUNSET HIGHWAY & EXTEND EASTMONT AVENUE

Eastmont Avenue—which is proposed to be widened to three lanes by the city and county—would be extended from Valley View Drive to the SR-2/SR-28/SR-97 intersection. Sunset Highway would be widened to five lanes between the SR-2/SR-28/SR-97 intersection and 9th Street. The widening would be designed to minimize impacts to the existing residences and businesses along the highway. The widening of Sunset Highway south of 15th Street would be to the east of the existing roadway, which is within 200 feet of the ordinary high water mark of the river. Both Eastmont Avenue and Sunset Highway would have access at all intersections and retain existing access to residences, businesses and orchards where possible.

Regional Transportation Planning & Design

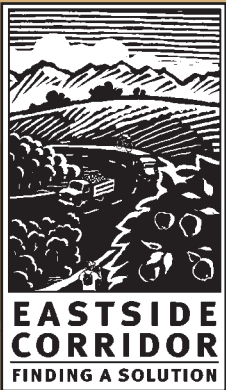
The **Eastside Corridor project** is one of ten ongoing road-way improvement projects in the greater Wenatchee area. As a group, these projects are being designed and built concurrently to address future transportation needs, as funding is available. Major transportation improvement projects in the area date back to 1933 when a bridge was built across the Wenatchee River. Seventeen years later the south end bridge (Senator Sellar) was built across the Columbia River as land use, population, and employment began to change.

As a means to identify current and future needs of the area, the first Wenatchee Area Transportation Study (WATS) was developed in the 1960's by WSDOT. That study led to construction of the Odabashian Bridge and improvements in the Sunnyslope area.

In the 1990's, the Growth Management Act required the integration of planning for land use, zoning, transportation, and other infrastructure needs. A second WATS study (begun in the early 1990's and completed in 1997) was a coordinated effort between the cities, counties, ports, and WSDOT—a true multi-agency effort. This plan projected needs for the area in the years 2001 and 2010. To address the community's growing transportation needs, several area-wide scenarios were reviewed. Each scenario required improvements to the Sunset Highway corridor, other state highways, and various local streets. The purpose and need of the Eastside Corridor project derives from the recommended WATS plan and is one of the projects identified as required by 2010 in order to meet future area transportation needs.

As the Wenatchee area continues to grow, a subtle but significant change will happen in the transportation planning process. As the urban area population exceeds a threshold of 50,000 people, designation of a federal Metropolitan Planning Area will occur. This will require coordinated transportation planning by all the agencies and jurisdictions providing transportation services. It will also bring an additional funding source for transportation projects. In anticipation of this action, the local agencies, ports, Link Transit and WSDOT are continuing to work together to set up an organization that can effectively and efficiently perform the transportation planning duties.

Other Projects in the Area



SR-285/SR-28 INTERCHANGE SENATOR SELLAR BRIDGE EAST APPROACH

LEAD Douglas County
PURPOSE preliminary study to improve traffic flow
CONTACT Peter Ringsrud,
Douglas County Engineer
509/884-7173

SR-285/MISSION ST./FERRY ST./WENATCHEE AVE. SENATOR SELLAR BRIDGE WEST APPROACH

LEAD City of Wenatchee
PURPOSE preliminary analysis and modeling to improve traffic flow
CONTACT Jim Ajax
509/664-3361

US-2/97 CORRIDOR SAFETY STUDY

LEAD WSDOT
PURPOSE 20-year study on 14-mile stretch between Blewett Junction and Easy Street in Wenatchee
CONTACT Kirk Berg, Project Engineer
509/667-2870
www.wsdot.wa.gov/regions/northcentral

SR-28: 31ST STREET TO HADLEY

LEAD WSDOT
PURPOSE widening to three-lanes on one-mile stretch to improve safety
CONTACT Terry Mattson, Project Engineer
509/667-2860